Notice No.7

Rules and Regulations for the Classification of Ships, July 2016

The status of this Rule set is amended as shown and is now to be read in conjunction with this and prior Notices. Any corrigenda included in the Notice are effective immediately.

Please note that corrigenda amends to paragraphs, Tables and Figures are not shown in their entirety.

Issue date: June 2017

Amendments to	Effective date	Mandatory Instrument
Part 1, Chapter 2, Sections 2 & 5	1 July 2017	NA
Part 1, Chapter 3, Sections 2 & 5	1 July 2017	NA
Part 1, Chapter 3, Section 7	Corrigendum	NA
Part 1, Chapter 3, Section 14	1 July 2017	X

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Part 1, Chapter 2
Classification Regulations

■ *Section 2*
Character of classification and class notations

2.1 Definitions

(*Part only shown*)

Table 2.2.2 Special feature notations

Special feature notation	Description	*See also*
BoxMax	~~Where a container ship has an approved onboard container lashing program which is installed and maintained in accordance with the requirements of the Rules, the special features notation **BoxMax** may be assigned on application from Owners. In conjunction with the notation **BoxMax**, the following supplementary characters may be assigned and are to be shown consecutively in brackets;~~ ~~**V** may be assigned where, in addition to the requirements for **BoxMax**, the onboard lashing program is capable of performing calculations specific to defined sea areas, and the weather-dependent factors for these areas have been supplied by LR; **W** may be assigned where, in addition to the requirements for **BoxMax(V),** the onboard lashing program is capable of performing calculations specific to defined sea areas and seasons, and the weather-dependent factors for these areas and seasons have been supplied by LR~~ Assigned to container vessels that have an approved onboard lashing program to calculate forces acting on a container and its container securing arrangements. The notation may be accompanied by one of the following supplementary letter sequences, **V** or **V,W** or **V,W,L**. These allow the Master to use weather dependent factors based on the environmental severity of the planned voyage to determine the forces acting on the container and the container securing arrangements, potentially increasing the flexibility of the carriage of containers onboard the ship. **V** (Voyage dependency) denotes that weather dependent factors based on an annual basis are available for selected specific voyages or routes. **W** (Weather dependency) denotes that weather dependent factors based on a seasonal basis are available for selected specific voyages or routes. **L** (Limited duration voyage) denotes that weather dependent factors suitable for application to a limited duration voyage in coastal waters are available. LR will supply weather dependent factors applicable to the list of sea areas requested by the owner, *see also Pt 3 Ch 14 Table 14.1.1*.	*Pt 3, Ch 4 Longitudinal Strength* and *Pt 3, Ch 14 Cargo Securing Arrangements*

2.4 Class notations (machinery)

Table 2.2.4 Machinery Class Notations

Machinery notations
RH Relative Humidity
EGCS( ) Exhaust Gas Cleaning System
BWTS Ballast Water Treatment System
BWTS* Type Approved Ballast Water Treatment System

2.5 Class notations (machinery special features)

2.5.7 The following notation associated with the equipment fitted for the abatement of combustion machinery SO_x emissions may be assigned as considered appropriate by the Classification Committee:

EGCS This notation will be assigned where the SO_x emissions abatement plant has been designed, constructed, arranged, installed and tested in accordance with LR's Rules and Regulations. Application of the **EGCS** notation does not infer that the installation will meet the statutory requirements for emissions regulation. This notation is to be supplemented by one of the following associated notations depending on the type of emissions abatement plant that is installed (*see Pt 5, Ch 24, 1.2 Class notation and descriptive note 1.2.1* to *Pt 5, Ch 24, 1.2 Class notation and descriptive note 1.2.3* for more information):

(Open) Open loop wet scrubber installed with no capacity to operate in zero discharge mode;
(Closed) Closed loop wet scrubber installed only capable of operating in zero discharge mode;

(Hybrid)	The installed scrubber is able to operate in both open loop and closed loop modes; or
(Dry)	Dry scrubber installed.

2.8 Descriptive notes

2.8.8 **EGCS-R()**. Assigned to ships with the extension of one or more of the following associated characters shown in brackets, detailing the aspects of design and construction that are prepared for installation of SO_x emissions abatement plant for combustion machinery in accordance with LR's Rules and Regulations in force on the date of 'contract for construction' (*see Pt 5, Ch 24, 1.2 Class notation and descriptive note 1.2.1* to *Pt 5, Ch 24, 1.2 Class notation and descriptive note 1.2.3* for more information):

A	Preliminary assessment of the proposed SO_x emissions abatement system carried out;
S	Enhanced structural reinforcement and structural modifications necessary for the function of the proposed SO_x emissions abatement plant have been fitted under survey;
T	The relevant tank(s) needed for operation of the proposed emissions abatement system (e.g. chemical and/or residue storage tanks as applicable) have been installed under survey.

■ *Section 5*

Type Approval~~/~~ and Type Testing~~/Quality Control System~~

5.1 LR Type Approval — Marine Applications

5.1.2 The LR Type Approval System is a process whereby a product is assessed in accordance with a specification, standard or code to check that it meets the stated requirements and through selective testing demonstrates compliance with specific performance requirements. The testing is carried out on a prototype or randomly selected product(s) which are representative of the manufactured product under approval. Thereafter, the ~~producer~~ manufacturer applying for LR Type Approval certification is required to ~~use Quality Control procedures and processes~~ ~~to ensure that each item delivered is in conformity with that which has been Type Approved.~~ demonstrate the effective implementation of a quality assurance system. This will be assessed by LR through a Production Quality Assurance (PQA) assessment as defined in the Lloyd's Register Type Approval System Procedure TA14. The PQA assessment is specific to Lloyd's Register Type Approval.

5.1.5 LR Type Approval is subject to the understanding that the ~~producer~~ manufacturer's recommendations and instructions for the product and any relevant requirements of the ~~Rules for the Classification of Ships~~ *Rules and Regulations for the Classification of Ships, incorporating Notice No.1, 2, 3, 4 & 5* are fulfilled.

5.1.6 The ~~producer~~ manufacturer supplying equipment or components under ~~Quality Control procedures and processes~~ the production quality assurance system (PQA), *see Pt 1, Ch 2, 5.1 LR Type Approval – Marine Applications 5.1.2,* is to have a recognized quality management system ~~certified by an IACS member or Notified Body~~ that is acceptable to LR. The ~~Quality Control procedures and processes~~ production quality assurance system (PQA) ~~are to address the production of the product consistent with~~ is to meet the requirements of Lloyd's Register Type Approval System Procedure TA14 ~~*Pt 1, Ch 2, 5.3 Quality Control System*~~.

~~5.3 Quality Control System~~

~~5.3.1 A quality control system for the purposes of LR acceptance of materials and machinery refers to a scheme that covers the operational techniques and activities that is used to demonstrate that the quality requirements for a product are in accordance with declared standards.~~

~~5.3.2 The quality control system for a particular product extends to all parties involved in the supply chain from manufacture and testing through to delivery of the product.~~

~~5.3.3 LR acceptance of machinery and equipment manufactured under a quality control system is dependent on the scheme being maintained through a traceable process involving planned audits and spot inspections at the discretion of LR Surveyors. The purpose of the audits and spot inspections is to ensure that the procedures for manufacture and quality control are being maintained in a satisfactory manner.~~

~~5.3.4 The of a quality control system does not remove the requirements for inspection processes that may be required by the Rules applicable to the equipment being supplied with a manufacturer's certificate. Also the use of a quality control system does not remove the requirement for plan appraisal of equipment or systems where required by the Rules.~~

Part 1, Chapter 3
Periodical Survey Regulations

■ *Section 2*
Annual Surveys – Hull and machinery requirements

2.2 Annual Surveys

Table 3.2.1 Bulk carriers – Annual Surveys

<table>
<tr><th>~~Ships less than 10 years old~~</th><th>Ships between 10 and 15 years old</th><th>Ships greater than 15 years old</th></tr>
<tr><td>~~An Overall Survey of the forward cargo hold and an aft cargo hold on single skin ships~~
~~*See* Note 1~~</td><td>(a) Overall Survey of
(i) all cargo holds on single skin ships.
(ii) two selected cargo holds on double skin ships.
(b) Close-up Survey of at least 25 per cent of the cargo hold side shell frames, their lower end attachments and adjacent shell plating in the forward cargo hold on single skin ships
(c) Examination of all piping and penetrations in cargo holds including overboard piping.
~~*See* Notes 2, 3, 4, and 5~~ *See* Notes 1, 2, 3 and 4</td><td>(a) Overall Survey of all cargo holds
(b) Close-up Survey of at least 25 per cent of the cargo hold side shell frames, their lower end attachments and adjacent shell plating in the forward cargo hold and one other selected cargo hold on single skin ships
(c) Examination of all piping and penetrations in cargo holds including overboard piping
~~*See* Notes 2, 3, 4, and 5~~ *See* Notes 1, 2, 3 and 4</td></tr>
<tr><td colspan="3">Note The requirements in this Table apply to both single skin and double skin ships, unless stated otherwise.
~~Note *1.* Where the Survey reveals the need for remedial measures, then the Survey is to be extended to include all cargo holds.~~</td></tr>
<tr><td colspan="3">~~Note *2.*~~Note 1*.* Close-up Survey is required within the area of the lower one-third of the length of the cargo hold side shell frames.</td></tr>
<tr><td colspan="3">~~Note *3.*~~Note 2. Where the Survey reveals the need for remedial measures, the Survey is to be extended to include a Close-up Survey of all of the cargo hold side shell frames and adjacent shell plating of that cargo hold, as well as a Close-up Survey of sufficient extent of all remaining cargo holds.</td></tr>
<tr><td colspan="3">~~Note *4.*~~Note 3*.* When considered necessary by the Surveyor, thickness measurement is to be carried out. If the results of thickness measurement indicate substantial corrosion, the extent of thickness measurement is to be in accordance with Section 6, *Table 3.6.5 Thickness measurement - Single skin bulk carriers - Shell plating and stiffening, with substantial corrosion*, *Table 3.6.6 Thickness measurement - Single skin bulk carriers - Double bottom and hopper structure, with substantial corrosion*, *Table 3.6.7 Thickness measurement - Single and double skin bulk carriers - Transverse bulkheads in cargo holds, with substantial corrosion*, *Table 3.6.8 Thickness measurement - Single skin and double skin bulk carriers - Deck structure* with substantial corrosion*~~-~~, *Table 3.6.9 Thickness measurement - Double skin bulk carriers - Double side space structure (including wing void spaces of ore carriers), with substantial corrosion* and *Table 3.6.10 Thickness measurement - Double skin bulk carriers - Double side space structure (including wing void spaces of ore carriers), with substantial corrosion* as applicable. The survey will not be considered complete until these additional thickness measurements have been carried out.</td></tr>
<tr><td colspan="3">~~Note *5.*~~Note 4. Where protective coatings are found in GOOD condition, as defined in *Pt 1, Ch 3, 1.5 Definitions*, the extent of the Close-up Survey may be specially considered. When considered necessary by the Surveyor, thickness measurement is to be carried out. However, prior to any coating or recoating of cargo holds, scantlings are to be confirmed by thickness measurement with the Surveyor in attendance.</td></tr>
</table>

■ *Section 5*

Special Survey – General – Hull requirements

5.3 Examination and testing

Table 3.5.2 Tank internal examination requirements

Tank		Special Survey I (Ships 5 years old)	Special Survey II (Ships 10 years old)	Special Survey III (Ships 15 years old)	Special Survey IV and subsequent (Ships 20 years old and over)
(1)	Peaks	All tanks	All tanks	All tanks	All tanks
(2)	Salt water ballast, *see* Note 5	All tanks	All tanks	All tanks	All tanks
(3)	Lubricating oil	None	None	None	One tank
(4)	Fresh water	None	One tank	All tanks	All tanks
(5)	Fuel oil ~~- in way of~~				
	(i) In way of e~~E~~ngine ~~Room~~room	None	None	One tank	One tank
	(ii) In way of c~~C~~argo a~~A~~rea	None	One tank	Two tanks, *see* Note 3	50% of tanks - *see* Notes 3 and 4
	(iii) If no tanks in cargo length area, additional fuel tank(s) outside of engine room (if fitted)	None	One tank	One tank	Two tanks

Note *1*. The above requirements apply to integral tanks only.

Note *2*. Where a selected number of tanks are examined, then different tanks are to be examined at each Special Survey on a rotational basis.

Note *3*. To include one deep tank, if any.

Note *4*. Where 50% of tanks are to be examined, a minimum of two tanks are required to be examined depending upon the overall number of tanks.

Note *5*. The requirements for Salt-water ballast tanks are applicable to Bilge water, Sewage and Grey water tanks.

■ *Section 7*

Special Survey – Oil tankers (including ore/oil ships and ore/bulk/oil ships) – Hull requirements

7.7 Thickness measurement

Table 3.7.6 Minimum requirements for thickness measurement – Single hull and double hull oil tankers, ore/oil ships and ore/bulk/oil ships

Note *7*. Suspect areas are locations showing substantial corrosion and/or are considered by the Surveyor to be prone to rapid wastage.

■ *Section 14*
Electrical equipment

14.1 Annual and Intermediate Survey

14.1.2 Where harmonic filters are fitted, the harmonic distortion level is to be measured annually and after any modification to the electrical distribution system or associated consumers. As a minimum, harmonic distortion measurements are to be taken at the main busbar under seagoing conditions, as close to the annual survey as possible, and readings are to be recorded when the greatest amount of distortion is indicated, by suitably qualified and trained personnel. Records are to include which equipment was running including the load on it and the filters that were in service. These records are to be made available to the attending Surveyor on request.

~~14.1.2~~ 14.1.3 The requirements of *Pt 1, Ch 3, 2.2 Annual Surveys* and *Pt 1, Ch 3, 3.3 Intermediate Surveys* are to be complied with as far as applicable.

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